



US Navy Civil Engineer Corps Collegiate Corner



August 2016

Collegiates and New OCS Selectees,

Greetings! As the summer break begins to wind down, we hope everyone had a productive summer whether it was spent working, taking classes, or preparing for OCS. If you are starting another semester this fall, best of luck with your new classes. Continue to study hard and aim for the best grades possible. For those moving on to OCS, continue to prepare yourself physically and mentally, but also make sure to spend quality time with family and friends. Soon enough, we will be welcoming you into the CEC as newly commissioned Ensigns!

All of us on the CEC Accessions Team are here to support you with any questions or comments you may have along the way. We look forward to you joining the ranks!

- CEC Accessions Team

LEADERSHIP TRAITS

Previously, you learned about the Marine Corps leadership traits and the qualities all leaders should embody and aspire to. Now, you will expand your knowledge to the Principles of Naval Leadership. I challenge you to take what you are learning and apply it to your leadership roles in your project assignments, student organizations, and community connections.

Train your unit as a team

- Study, prepare and train thoroughly, endlessly.
- Encourage unit participation in recreational and military events.
- Do not publicly blame an individual for the team's failure or praise just an individual for the team's success.
- Ensure that training is meaningful, and that the purpose is clear to all members of the command.
- Train your team based on realistic conditions.
- Insist that every person understands the functions of the other members of the team and the functions of the team as part of the unit.



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ACCESSIONS OFFICER FOCUS



Before we go into our traditional “Career Focus” section, we would like to take this time to honor LT Amy Hall, our CEC North Accessions Officer. LT Hall transferred out of her accessions role earlier in August 2016 to Public Works Department Great Lakes at Great Lakes, Illinois.

For many of you in the North Region, LT Hall was the first CEC officer that you met and she provided the initial insights and answers in regards to our Corps. Through candidate interviews, class presentations, career fairs, school and faculty visits, LT Hall has done an exceptional job seeking out those like yourselves who want to serve our country by applying technical engineering skills while also leading as Naval Officers.

Many of us, including Collegiates, OCS selectees, and the fellow Accessions Team members have benefited greatly from LT Hall’s experience and knowledge. She has provided untiring support for you as the student and to our overall accessions program. She is a model example of a Civil Engineer Corps officer and her experience, dedication, and work ethic will truly be missed.

In standard Navy tradition, we wish LT Hall “*FAIR WINDS AND FOLLOWING SEAS.*”



While we are sad to see LT Hall depart, we are happy to welcome aboard LT Pete DeLuliis as the new CEC North Accessions Officer. LT DeLuliis checked onboard at the beginning of August.



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Now that he is a part of the Accessions Team, he will be reaching out to you all and the other North accessions points of contact to introduce himself. Welcome LT DeJuliis!

CAREER FOCUS

Many junior officers will spend their first duty station at one of many Public Works Department (PWD) located around the world. These tours can be very challenging for new officers as they are not only learning about public works and their specific role within the department but also about the Navy and how to become successful leaders. To give you a little insight into public works, here is some basic information about the structure and mission of these PWDs.

In simple terms, a PWD is the one-stop shop within a naval installation to provide facilities engineering and acquisition support that result in a safe and fully functional, living and working, environment for many of our supported Commands. We provide a wide spectrum of facilities maintenance, acquisition, transportation, utilities, housing, engineering, environmental and lifecycle management services. In most instances, Installation Commanding Officers will rely on their PWD to deliver the services required to maintain operations at their base during normal conditions or in times of a disaster.

Each PWD differs in personnel and organizational structure depending on the mission of the installation and its respective supported Commands, but its principal functions remain the same. Regardless of whether an installation is small and isolated or in a large Fleet concentration area, whether it is in the Contiguous U.S. or overseas, whether it provides support for ship and aircraft platforms or expeditionary forces and Marines – PWD serves in similar capacities through military support and service contracts.

A typical PWD consist of a Public Works Officer, a Deputy Public Works Officer, Assistant Public Works Officers, and staff members from four main divisions. Those four areas are Facilities Management Division, Facilities Engineering and Acquisition Division, Production Division, and Environmental Division.

- The Facilities Management Division (FMD) serves as the point of work generation for the installation and provides the management of real property (land and buildings).
- The Facilities Engineering and Acquisition Division (FEAD) is responsible for acquisition planning and contract administration of construction and service contracts from design to delivery.
- The Production Division is responsible for the in-house execution of facilities maintenance, operation of utilities, energy management, and management of base support vehicle equipment.



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- The Environmental Division (EV) is responsible for environmental compliance, planning, conservation (natural and cultural resources), and the delivery of environmental services at an installation.

Typical billets within a PWD that are held by junior officers include Assistant Public Works Officer (APWO), Production Officer, FMD Director, and FEAD Construction Manager.

Summer Safety

Travel plans are one of the hottest topics of the summer. Whether taking a late summer vacation, returning to school, or driving to OCS, we want you to be knowledgeable about the risks and what you can do to ensure a safe and successful trip!

More people travel by personal motor vehicles than any other forms of transportation in the United States. With low fuel prices, more and more people are hitting the roads which can become increasingly congested during the summer months. Although road trips may invoke images of driving along a wide-open and sunny highway, many factors such as poor planning, rough road conditions, heavy traffic and inconsiderate drivers can ruin these visions and lead to dangerous driving conditions. The number of motor vehicle crashes increased in 2015 from 2014 with an estimated 38,300 people killed and 4.4 million seriously injured. Knowing the implications for becoming involved in a crash may help you avoid a traffic accident by improving your driving habits and increasing awareness about what to watch for from other drivers. Here are some facts to consider:

- Almost 80 percent of crashes involve some form of distracted driving. Examples of distracted driving include texting, talking on the phone, eating, drinking, talking to other passengers, and using vehicle or hand-held technology. In order to avoid being distracted on the road:
 - Review the trip prior to departing so that the route is familiar and use technology that can audibly provide driving instructions rather than looking at a map.
 - Before departing, ensure that any items that may be needed during the trip are readily accessible.
 - Do not text and drive.
 - Use hands-free technology to make and receive calls if necessary.
- Being thrown from a car during a crash is almost always deadly. Ensure you and every passenger in the vehicle over the age of five is wearing a seat belt (children under five years old should be in an appropriate, approved child restraint).
- Every 45 minutes someone dies as a result of an alcohol-impaired driving crash in the United States. Keep a safe distance between yourself and any erratic drivers while on the road. If you will be drinking alcohol, choose a designated driver to get you home safely. And always have a back-up plan in case your driver decides to drink as well.



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- It is estimated that up to 6,000 fatal crashes in the United States may be caused by drowsy drivers each year. Driving while sleepy makes drivers less attentive, impairs reaction time and information processing, and affects a driver's decision-making ability. Being awake for 18 hours can cause cognitive impairment similar to having a blood alcohol concentration (BAC) of 0.05%. After 24 hours without sleep, impairment becomes similar to a BAC of 0.10%, higher than the legal limit in all states.
 - Plan to get sufficient sleep the night before a trip. Adults generally need about 7-8 hours of sleep each night.
 - Be aware of side effects of medications you are taking and how your medications may interact with each other. Taking certain medications together can cause sleepiness.
 - Limit driving between midnight and 6 a.m.
 - If feeling sleepy, pull over and take a short nap (15 to 20 minutes) in a safe, well lit area.
 - Consume caffeine, such as two cups of coffee, for a SHORT TERM way to increase alertness.
 - Consult your physician if you regularly feel tired to ensure early detection and treatment of any illnesses that can cause drowsiness.

CEC COLLEGIATE/OCS NEW MEMBERS



Spencer Howard
Jorge Ortizcenteno
Ethan Grace

Ryan Langston
Joseph Plunkett

Daniel Moffatt
Garrett Hoeg

Kojo Nkuako
Christopher Thompson

ACCESSIONS TEAM CONTACT INFORMATION

North Accessions
LT Pete DeIuliis
peter.j.deiuliis@navy.mil
(847) 971-0344

South-East Accessions
LT Kristina Allen
kristina.allen@navy.mil
(757) 572-5855

West Accessions
LT Bong Lee
yu.lee@navy.mil
(619) 778-7952

Deputy Accessions
LT William Fletcher
william.fletcher2@navy.mil
(901) 874-3397

Officer Community Manager
LCDR Kent Simodynes
kent.simodynes@navy.mil
(901) 874-4034